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Hongkong, November 16, 1909, 1424

**THE EXTRADITION OF
SAVARAKAR.**

The Indian student Savarakar, whose extradition from England to India was ordered upon charges of sedition and conspiracy against the King's Government and abetment of murder, says *The Times* Paris correspondent on July 19, embarked in the P. & O. steamship *Morona* at Gravesend on the 1st July in the custody of a detective-inspector from Scotland Yard and three Indian police officials. Upon the arrival of the liner at Marseilles a week later Savarakar, who was taking a bath in the bath room, crawled through an open port hole, plunged into the harbour, and swam ashore. As soon as the detectives who had been waiting outside the bath-room door became aware of their prisoner's escape, they raised a hue and cry, with the result that a sergeant of the French dock police, who was on duty on the wharf, captured the fugitive as he clambered out of the water. According to M. Cadenat, one of the Vice-Mayors of Marseilles and Socialist Deputy for the city, who supplies this version of the incident to the *Humanite*, the French police sergeant surrounded the fugitive to the British detectives, "whereas he ought to have handed him over to the chief of the harbour police."

A few days after the liner had sailed the French Socialist Press got wind of the incident and promptly published what it described as a violation of French territorial jurisdiction and of "the rights of man." The persistence with which M. Jaures urged the fugitive's cause has induced the French Government to request the British Government to stay proceedings until all the documents in the case have been submitted to the French authorities.

According to the *Temps* of this evening, information has been received in France in order that the French authorities may take cognizance of his case, since the British Government failed to notify the French Government that a political prisoner was about to pass through French territory and since the fact that the fugitive landed on French soil deprived the British authorities of their jurisdiction over him. It is even asserted that it was irregular for the *Morona* to enter French territorial waters with a prisoner on board without previous notification of the fact in accordance with treaty rights.

It seems improbable that the treaty contemplated the notification of every single prisoner who is conveyed by a liner touching at a foreign port. Secondly, the prisoner is *de facto* in the custody of the authorities of his own country. And thirdly, the alleged irregularity upon which the French representations are based—the surrender of Savarakar by the *gondamans*—was not effected by a British subject but by a French official. It can hardly be argued that any obligation to repair the error of a French official can be incumbent upon the British Government. From the point of view of international courtesy the assumption of entire responsibility by the French Government for the mistake of their agent would be a far less inconvenient proceeding than that the British Government should surrender a British subject charged with the gravest acts of sedition and abetment of assassination. This aspect of the case is of peculiar importance in view of the present unrest in India and the atrocious crimes by which it has been attended. It will also be remembered that there is a small but very active colony of disaffected Hindus in Paris under the leadership of Mr. Krishnaswami.

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J. ARNOLD, Acting Secretary.

Hongkong, August 15, 1910.

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Hongkong, November 12, 1908. 145

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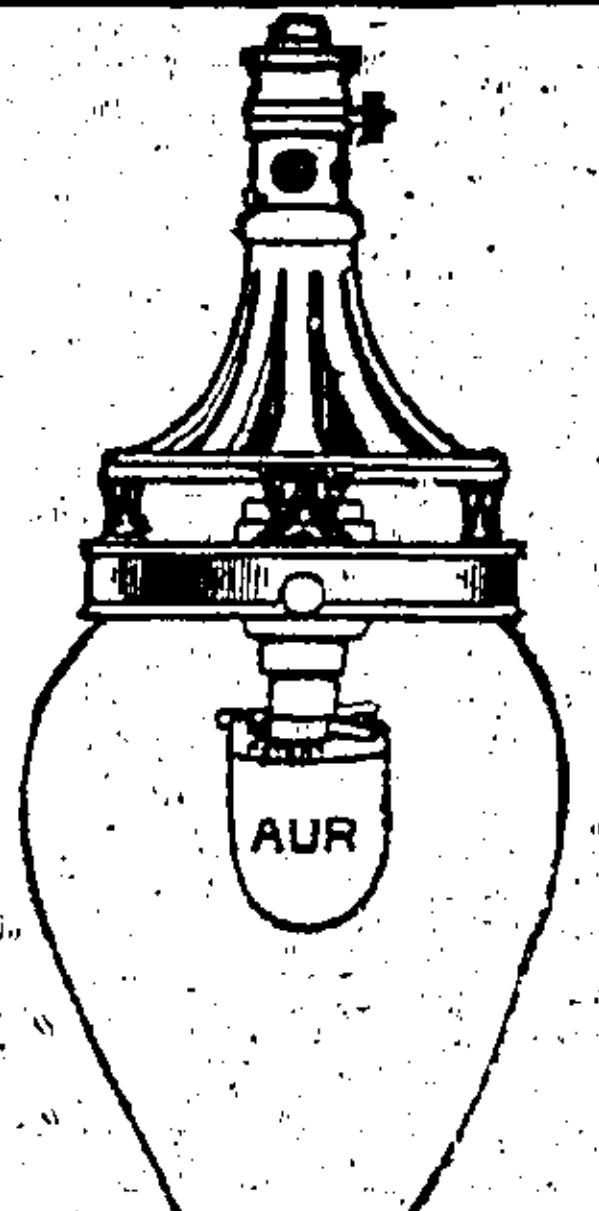
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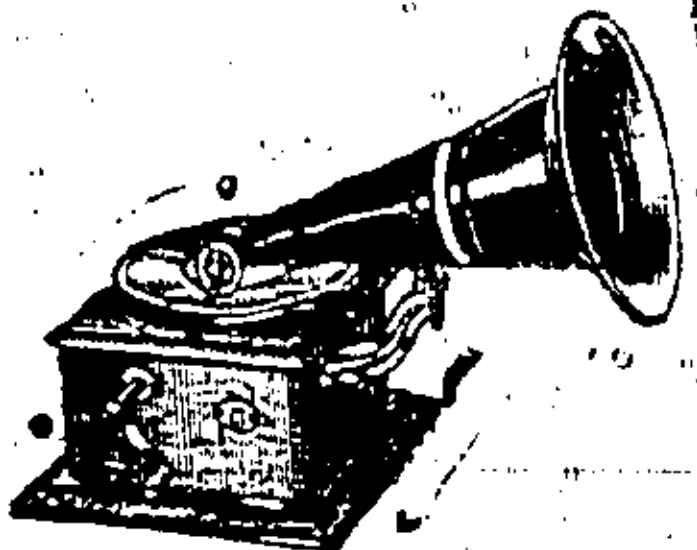
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Miscellaneous.

Emperor of Austria-Hungary's Birthday (1890).

Meeting.

2.30 p.m.—Legislative Council Meeting.

Auction.

2.30 p.m.—Auction of Household Furniture, &c. at Mr. Geo. P. Lamont's Sales Rooms.

General Memoranda.

SATURDAY, August 20—

Noon—Meeting of The Hongkong and Shanghai Banking Corporation at the City Hall.

9 p.m.—Aquatic Fête at V.R.C.

SUNDAY, August 21—

3.14 a.m.—Full Moon.

9 a.m.—Excursion to Macao by a.s. Sulan.

MONDAY, August 22—

11 a.m.—Auction of Condemned and Obsolete Stores at Central Police Station Compound.

2.30 p.m.—Auction of Household Furniture at S. Knutsford Terrace, Kowloon.

Noon—Hongkong & Whampoa Dock Co., Ltd. Meeting at Company's Office, Queen's Buildings.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 17, 1910

THE CAMPAIGN AGAINST MALARIA.

We are glad to see that the Sanitary authorities of the Colony are taking energetic steps to push forward their campaign against the malarial-infecting mosquito. As Sir Joseph FAYEN pointed out in his minute read at Tuesday's meeting of the Hongkong Sanitary Board, the members of the body "know what malaria is, and that it is a preventable disease; further, they know how to prevent it. On the other hand, how many thousands of people, educated and uneducated, do not know? It is the duty therefore of the Sanitary Board to do all in their power to impart knowledge to one and all. The only way to rid this Colony of malaria is to exterminate the mosquito, and it is impossible to attain this end by collective work only. Individual responsibility must play a large part in the matter, and the only way to obtain individual assistance is by teaching the individual what malaria is and how it may be prevented. As soon as all nullahs are drained, all swampy, foul pieces of land reclaimed, paddy fields in close proximity to inhabited parts resumed, and individuals made responsible for their own environments, then, and not till then, may we hope to get rid of malaria."

That is the whole case in a nutshell. The circulation of the pamphlet which Dr. FRANCIS CLARK, the Medical Officer of Health, and Sir JOSEPH FAYEN have composed bearing upon the subject of malaria and its prevention should prove of a highly educative value in bringing home to every one the responsibility which devolves upon each individual *vis-a-vis* the continued breeding in our midst of the pestiferous anopheles mosquito. But could not a little more be done along these lines? Could not, for instance, the help of the Educational Department be invoked so that at least once a week a practical nature lesson bearing on the mosquito

and its relation to malaria, could be imparted to the thousands of children who now throng the Hongkong schools? Could not the very progressive and energetic young men who belong to the Chinese section of the Y.M.C.A. be urged to take a hand in the propagation of the ideas formulated by the Sanitary Department? There are other channels also which could be reached through the Registrar-General's Department as well as the Public Dispensaries, now so well patronised and understood by the poorer sections of the Chinese community.

And once this educative campaign is started it must be pursued with a steady, persistent vigour. The experience in India and other tropical countries has been that the keen interest developed a few years ago in the cause of malaria-prevention has been replaced by a dandy apathy both on the part of the sanitary authorities and the general public. A certain amount of good was achieved during the first fine fury of the new propaganda and then those in charge of operations grew weary of well-doing and rested on their cars. It is a most regrettable development and one that we fear may be seen later in Hongkong unless great care is taken to sustain and maintain popular interest. To dilate upon the necessity of the measures advocated by the Sanitary Board in the matter of mosquito extermination is unnecessary at this time of day. We have had such practical object lessons in Hongkong both east and west of the city of Victoria that it would be a very dense individual indeed who would fail to recognise that malaria is a preventable disease and that it could be entirely stamped out did everybody realise his or her responsibility in the matter. We trust that all householders who receive the pamphlet which our medical experts have composed will study it with care and to the best of their ability make an honest attempt to cooperate with the Sanitary Board in the campaign against the mosquito. It is a case where each can help and we hope that there will be no slackness on the part of any individual in discharging a perfectly obvious public duty.

POPULAR ACCOUNT OF THE RISING IN KWANGSI.

The public have hitherto been made acquainted with what happened in Kwangsi through the briefest possible official telegrams. We now have before us a statement of the affair written by one on the spot, a business man, not prejudiced either one way or the other. The place where the "rising" took place is called Sham Kai. The official report ran that a "revolution broke out there which had to be suppressed with all possible speed and energy. Let the results be what they might. There was not any time to consider minor matters, or whether the soldiers were harsh or not. It now appears that the centre of the local storm was an old man more than eighty years of age. He was old enough to have lived during the reigns of Han Fung and Tung Chi. These were the days of the Tai Ping rebellion, and during those years there were stormy days in Kwangsi, because here the rebellion took its rise and made great headway ere it went forth to devastate the entire south and centre of China. This man was then young and he managed to raise a regiment of militia to guard his own neighbourhood from being overrun by the rebels. This man's name, by the way, is Chan Wang On. This achievement gave him great influence among his fellow clansmen, which influence he has retained ever since seeing that he has been an unselfish and virtuous man. Such was the man, and such were his achievements in those far away days.

Then what happened in the present year of grace? As usual the officials were looking about for methods of raising money, and they decided to increase taxes on certain things which were regarded as the necessities of life. In that inland district life is hard at all times, and just now the pressure is very severe. The writer goes in his figurative language. "Each grain of rice is like a pearl, and each stick of firewood is nothing less than a stick of music." There was resentment, and then murmuring, and at last open opposition. The centre of the opposition was the old man. He stood with the people, and for the people, and was wise enough to erect earthworks of a crude kind to defend those who acted with him. Behind these they defied for a time the attempts of the tax-gatherers to seize their property. Of course this state of things could not be allowed to continue for long and telegrams were sent to the Prefect at Wuchow asking for assistance. Military aid was sent, and with it an order that the crude rampart was to be shelled. This was done. Naturally the simple villagers were not able to stand against artillery, and soon their earthworks were destroyed. The soldiers then marched in, killing and butchering

all round. One of the first to be killed was the venerable old leader, whose life for so many years had been a model of uprightness. The so-called rebellion was suppressed. Telegrams were sent off to the official, and that, and rewards were allotted to the "brave soldiers" who had scattered the "wolves" and brought peace to the neighbourhood. About three hundred soldiers were sent to the spot. They killed, according to the report, not less than a thousand people, and also took prisoners a good many more.

Such is a layman's report of the Kwangsi "rebellion," and the way it was suppressed. On reading the plain, unvarnished tale, one wonders sometimes what all those things will lead to, and when China will reach a period when deeds of blood such as these will not be monthly occurrences. Were they to take place once in ten years in a civilized country there would be a great searching of hearts and avowals of criticism would be let loose. On the other hand, according to newspaper reports, something of the kind is going on in China every month. Now it is in Shanghai; later in Kwangsi. The average foreigner, unless he can read the native papers, knows nothing about these terrible affairs and is apt to think that things in China are fairly peaceable, and to wonder why there should be so many "revolutionaries," and why so many of the editors of native papers are accustomed to write in such bitter language when discussing the Manchu rulers.

NEWS OF THE DAY.

The next Siberian Mail from Europe will arrive here on Friday by the Duvauha.

Little Percy and Miss Maggie Frazer are proving a great attraction at the Empire Cinematograph nightly.

The English newspapers at home are commenting upon the extraordinary wave of crime that has been sweeping over the world lately.

We have received copies of *O Economista*, published in Domingo, which contain long accounts of the recent hostilities between the Portuguese troops and the pirates at Colowan Island.

Misfortune overtook the great Pigeon Derby from Nantes (France) to Lancashire. Of the 6,595 Lancashire birds liberated at Nantes for the 435 miles flight home, it is estimated that over 5,000 have gone astray.

Orders have been given at Aldershot for the 1st Battalion Buffs to prepare a reinforcing draft of 179 men for the 2nd Battalion, shortly to move from Hongkong to India. The draft will leave Southampton about September 10.

According to the Liberal and Socialist Press of Germany, a naval agreement with Great Britain would not only be hailed with delight by the whole German people, but a large majority of the present Reichstag would be found to vote for it.

A wire dated The Hague, July 28, announces further rubber company developments at Antwerp. A syndicate there has floated a new rubber-growing concern which is capitalised at one million guilders. The field of work will be the Netherlands India.

The Berlin correspondent of the *Daily Courant* remarks that the rubber fever is not marked in Germany as the public generally believe that, sooner or later, a serviceable rubber substitute will be discovered. Inventors are leaving no stone unturned for the discovery of some such article.

Havas telegrams, dated July 26, in the Saigon papers report a signal defeat of the reactionary parties at the General Council elections in France. Out of 1,442 seats filled at the first ballot, they held only 358. The Republicans and Socialists added to their already enormous majority by winning 29 seats.

The gross injustice of the Singapore opium ordinance has again been exemplified in the firing of Captain Bainbridge, of the Hong Moh, \$200 and costs because opium was found in the coal bunkers. The ship was searched twice and it was only after the crew had been paid off and further information was laid before the Excise officers that they were able to find the concealed chanda. This is certainly a case where the informer was the man who should have been punished not the innocent captain.

The Lower Rhine Airship Company has been formed at Graefrath with a capital of £200,000 to build explosive dropping dirigibles. Each ship will be 390ft long and have a gas-carrying capacity of 14,300 cubic metres. The vessel will consist of three balloons linked together and capable of being separated in mid-air, thus forming three independent balloons. The German Minister for War has promised to patronise the company if its airships are easily taken to pieces and if ethargraphs can be safely used in connection with them.

At a meeting of the Sunderland Chamber of Commerce the secretary reported that he had replied to the request of the Board of Trade for comments and particulars as to the effect of the new Japanese tariff proposals on the trades in that district. In these comments it was stated that the proposed tariff against shipbuilding and engineering would be prohibitive. The chairman said the development in shipbuilding business in Japan had been very rapid. They would soon be able to give quotations for ships in Britain in competition with British shipbuilders. He understood wages in Japan were much less than in England and it looked as if the Japanese were going to be formidable competitors.

NEWS OF THE DAY.

A Decree has been published in Lisbon censuring the Archbishop of Braga for suppressing a religious periodical at the Papal command without the concurrence of the Portuguese Crown.

A hitch, having occurred in the negotiations between the London County Council and the City Corporation, it is extremely unlikely that the Bill seeking powers for the construction of the proposed new bridge between Southwark and St. Paul's Cathedral will be deposited in time for the next Session of Parliament.

One has heard fairly often of a train being snowed up, but an earthed up train must be a comparative novelty, observe, the *Malay Mail*. When the landlapse occurred on the Johore State Railway some months ago, however, a train was actually earthed up. A cutting fell in front of it and a bank gave way behind, with the result that where it was, there it stayed until released, many weeks later.

The *Daily Mail* has just had taken by the staff cinematographer, a remarkable film illustrating a newspaper in the making. This series of moving pictures shows every phase of the production of a journal, from the falling of the trees preparatory to their conversion pulp at the great mills, Grand Falls, Newfoundland, to the despatch, distribution, and selling of the finished newspaper to the public.

The returns of steam and sailing vessels totally lost, condemned, etc., from October 1st to December 31st, 1909 as published by Lloyd's show that 23 were abandoned at sea; 8 broken up, condemned etc.; 9 burnt; 17 lost in collision; 2 lost; 11 missing; and 119 wrecked. This makes a total of 210, with tonnage of 180,067 tons. The United Kingdom suffered most, losing 41 vessels, Norway coming next with 32.

It is proposed to vote the sum of £40,000 in connection with the forthcoming visit of the Duke of Connaught to South Africa to open the new Parliament. The Union-Castle liner *Balmoral Castle* will sail as an Admiralty ship, and will be escorted by two cruisers. The Royal party arrive at Cape Town on Nov. 1, and will go to Pretoria, Johannesburg, Bloemfontein, and Pietermaritzburg. A visit will also be paid to Rhodesia and to Matopos.

Mr Havelock Wilson, addressing a meeting of seamen at the West India Dock, Gates, Poplar, said he had supported the Liberal Government for many years, but he must tell the Government that it was "damned hypocritical" on its part to make such a howl about the Chinese to South Africa, and yet to allow the Chinese to be dumped down right there in England. The Shipping Federation treated white men like slaves, but the Chinese were placed on a pedestal and were never medically examined by bullies.

The *Leading Light*, of Shanghai, views with some alarm the increase in Japanese tonnage as revealed in the Harbour-master's reports of Singapore and Hongkong. At Singapore last year Japanese tonnage increased by 334,471 tons, at Hongkong the increase was 459,292 tons. Our contemporary speaks of these increases being all at the expense of British shipping. We imagine, however, if the real figures of cargo carried out to the Far East by the big Japanese steamers now running to London and Seattle were published it would be found that the real increase of freights has been very much smaller than the apparent tonnage of the ships would indicate.

In the course of a recent speech, Lord Curzon rather deprecated the changes which the increasing interest of the Imperial Parliament in Indian affairs has brought about. "With the electric telegraph at work, with the civilian constantly referring to his superior for orders, and his superior still more constantly wiring down orders to the civilian, the old world of independent initiative had inevitably to some extent passed away. In the old days you used to hear of the civilian sitting outside his tent dispensing patriarchal justice (laughter) to those who sought him; nowadays he is more likely to be inside the tent writing up his reports. I shudder to think of the pallions of ink (laughter)—futile and unnecessary ink (laughter)—that are poured forth in India every year. I tried to cope with it in my day (cheers), but I am sure I left enough ink still being spilt there to float a dozen Dreadnoughts into the sea. Another cause which to day affected the position of the civilian was the greater risk of assassination, but as the fear of entering had never deterred the British soldier from going to India, still less, he was convinced, would fear of the knife or the bomb keep away the young civilian."

SOMETHING RELIABLE.

"As he depended upon" is an expression we all like to hear, and when it is used in connection with Chamberlain's Cough, Cholera and Diarrhoea Remedy it means that it never fails to cure diarrhoea, dysentery or bowel complaints. It is pleasant to take and equally valuable for children and adults. For sale by all chemists and storekeepers.

AN IMPUDENT THIEF.

A sentence of six months' imprisonment with hard labour and six hours' stocks was imposed on a native, at the Magistracy this morning for stealing two gold watches value \$375. It appears that prisoner broke into No. 2 Chancery Lane, by means of a window and after annexing the watches while the husband and wife were in bed he proceeded to look for further booty but on opening a wardrobe door he cracked and awoke the wife who screamed out.

Prisoner calmly proceeded downstairs and having put on his long coat was decamping but the husband had meanwhile been aroused and he gave chase, which resulted in the arrest of defendant.

A TIME SAVER.

Keep Chamberlain's Pain Balm on hand. It is an antiseptic liniment and cures wounds to heal in less time than by any other treatment. For sale by all chemists and storekeepers.

SOCIAL AND PERSONAL.

The Bishop of Victoria will preach at St. Andrew's, Kowloon, on Sunday evening next.

Lieut. R. I. H. Kimloch and Sec. Lieut. H. G. Parry, R.C.A., have been ordered to Hongkong.

To-morrow is the anniversary of the birthday of the Emperor of Austria-Hungary.

Sub-Lieutenant F. P. O. Bridgeman has been promoted to the rank of Lieutenant and reappointed to the Bedford.

Lieuts. G. W. W. Tresidder, M. D. Wall, and T. Cunningham-Cunningham, R.C.A., have been appointed for duty at Hongkong.

Queen Alexandra has sent £50 to Dr. Peperdine, one of the earliest victims of the application of the "X" rays. His hand was recently amputated.

"The Times" states that as the result of the new laws which come into force on the 1st September, the Jockey Club and other organisations have decided to end racing in New York State on the 31st August.

In the half mile swimming championship at Leicester on August 2 Boarespaire won easily in 11 minutes 39 4/5 seconds. He continued, and created a record for a thousand yards in 13 minutes 18 seconds.

Mr Asquith has written a letter to the Lord Mayor that the Government is of opinion that the most suitable method of commemorating King Edward will be by local, instead of national, memorials, each city and county deciding according to local conditions.

On the occasion of the King's visit to the London Hospital His Majesty doubled his yearly subscription to the King Edward's Hospital Fund, making it £1,000 annually. The King has also given £120 to a fund which is being raised for the widow of Mr Cox, the pioneer martyr to the X rays.

Mrs Titcher, the wife of the popular Superintendent of the Botanical and Afforestation Department, and her niece, Miss Bird, were passengers yesterday by the a.s. *Montague*. A gathering of friends assembled at Blakely Pier to say good-bye, and the many floral tributes presented testified to the esteem in which Mrs Titcher is held.

The *Schuriger Katholische Kirchenzeitung*, the official organ of the German Roman Catholic hierarchy, intimates that the Princess Agatha of Ratibor, who was married to Prince Frederick William of Prussia, the Kaiser's cousin, at the palace at Potsdam on June 8 last, has been excommunicated for her marriage to a Protestant.

The resignation from the ministry of the Rev. Joseph Hocking, the well-known novelist, was received at the United Methodist Church Conference held at Nottingham recently. Mr Hocking, after a ten years' pastorate at Woodford, devoted himself to his literary work, but continued to remain in the Church as a minister without charge. At last year's Conference it was decided to alter the phrase to "Minister taking a rest," and feeling that he could not conscientiously describe himself as such, Mr Hocking reluctantly regarded it as his duty to resign. The purport of his communication came as a surprise to many members of the Conference; for it had been felt that Mr Hocking might possibly consent to take charge of a church again, and the resignation was received with regret. His brother, Mr Silas K. Hocking, also well known as a novelist, voluntarily quitted the ministry some years ago.

SOMETHING RELIABLE.

"As he depended upon" is an expression we all like to hear, and when it is used in connection with Chamberlain's Cough, Cholera and Diarrhoea Remedy it means that it never fails to cure diarrhoea, dysentery or bowel complaints. It is pleasant to take and equally valuable for children and adults. For sale by all chemists and storekeepers.

TAN SAN

HAS RECEIVED THE HIGHEST AWARD—

A GOLD MEDAL

from a Committee of critical judges at the Anglo-Japanese Exhibition which testifies to its excellence and purity.

Beware of Bogus Imitations. No Tan San is genuine unless the label bears the name of

J. CLIFFORD-WILKINSON.

Tan San raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good friar of orders grey

Would have waved the flagon of wine away,

And consoled himself as any man can

With bubbling sparkling cool Tan San.

SOLE AGENTS:

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, July 25, 1910.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

| FOR | STEAMERS | TO SAIL ON | REMARKS |
|-----------------------------|----------|------------|---------------------|
| LONDON, via UVAL PORT | DEVANHA | Noon, 20th | See Special of Call |
| SHANGHAI, MOJI, KOBE, SYRIA | DELTA | About 25th | Freight and Pass. |
| AND YOKOHAMA | DELTA | August | Freight and Pass. |
| SHANGHAI | DELTA | About 1st | Freight and Pass. |
| | DELTA | September | Passage. |

R. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailing from Hongkong and Quebec.

Connects with Royal Mail Steamers.

| From Hongkong: | From Quebec: |
|----------------------|--------------------|
| EMPEROR OF CHINA | EMPEROR OF BRITAIN |
| SATURDAY, 27th AUG. | FRIDAY, 23rd SEPT. |
| EMPEROR OF INDIA | ALLAN LINE |
| SATURDAY, 17th SEPT. | FRIDAY, 14th OCT. |
| EMPEROR OF JAPAN | EMPEROR OF IRELAND |
| SATURDAY, 8th OCT. | FRIDAY, 4th NOV. |
| EMPEROR OF CHINA | EMPEROR OF IRELAND |
| SATURDAY, 5th NOV. | FRIDAY, 2nd DEC. |
| EMPEROR OF CHINA | |
| TUESDAY, 8th NOV. | |

Express Steamships leave Hongkong at 4:00 P.M. and 'Monteagle' at 12 Noon. Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Emperors of Britain' and 'Emperors of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Emperors' steamers on the Pacific and the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privilege at the various ports of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (titled Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE & YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP TON OCEAN TO SALT

HERCULES 3789 Geo. Brock 20th August, at Noon.

RYGA 3807 E. H. SVENDSEN 20th September, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports, for through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW AMOY & FOOCOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPT. J. W. EVANS FRIDAY, 19th Aug., at 10 A.M.

HAIVANG CAPT. A. E. BODGIES TUESDAY, 23rd Aug., at 10 A.M.

HAICHING CAPT. W. O. PASSEMORE FRIDAY, 26th Aug., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN CAPT. A. H. STEWART SUNDAY, 21st Aug., at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(Subject to Modification)

STEAMSHIP ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA

EMPEROR OF CHINA Aug. 24 Aug. 20th at Noon.

ST ALBANS Aug. 24 Aug. 17th at Noon.

ALDENHAM Sept. 23 Oct. 5th at Noon.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried, or further particulars, apply to

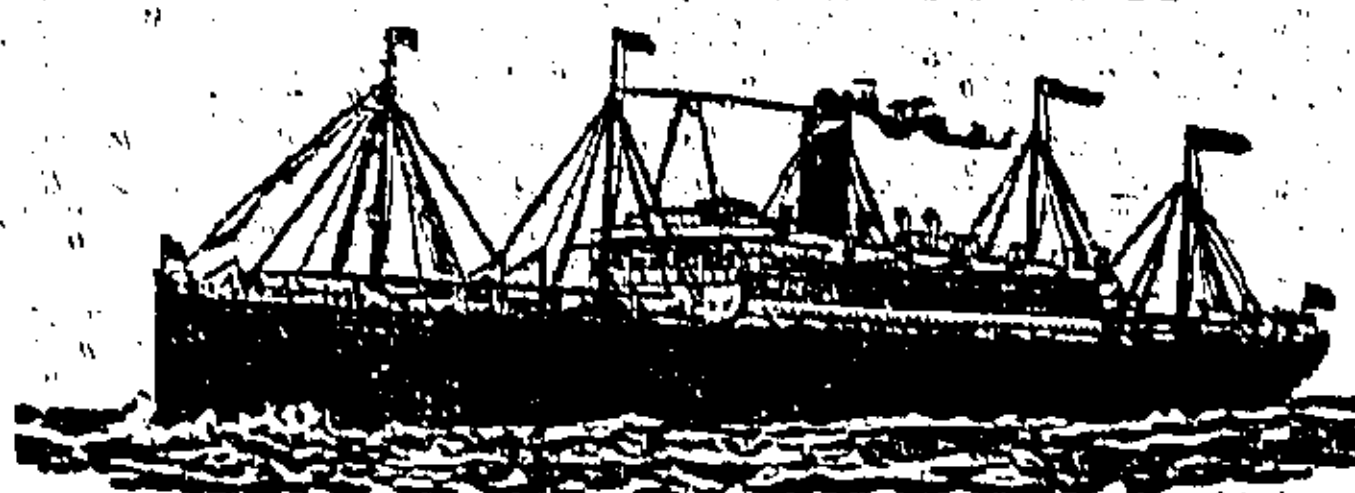
GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1909.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMERS | Tons | SAILING DATES |
|-------------|--------|---------------------------------|
| MANCHURIA | 27,000 | SATURDAY, 30th Aug., at 1 p.m. |
| CHIU MAU | 27,000 | SATURDAY, 27th Aug., at 1 p.m. |
| MONGOLIA | 27,000 | SATURDAY, 17th Sept., at 1 p.m. |
| TENYO MARU | 27,000 | SATURDAY, 24th Sept., at 1 p.m. |
| KOREA | 18,000 | SATURDAY, 1st Oct., at 1 p.m. |
| NIPPON MARU | 18,000 | SATURDAY, 15th Oct., at 1 p.m. |
| SIBERIA | 18,000 | SATURDAY, 22nd Oct., at 1 p.m. |

Two Screw, Triple Screw Steamers.

The P.M. S. MANCHURIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, August 20th, at 1 p.m.

Fares: Hongkong to London 271, 10.0. Return six months 2120 24 months 12125, including Berth and Meals across America.

INTERMEDIATE SERVICE.

Asia 9,500 Tons, SATURDAY, 3rd Sept., at 1 p.m.

China 10,200 " SATURDAY, 29th Oct., at 1 p.m.

The S.S. ASIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, September 3rd, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports 243.

Hongkong to London via New York 245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passengers and Freight, apply to the Agents of the Companies, Kiro's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

| For | Steamers | Tons | Leave |
|-----|----------|------|-------|
|-----|----------|------|-------|

VICTORIA, B.C. & TACOMA, TACOMA MARU, 6,178 Wednesday, 7th Sept., at Noon.

VIA KEELUNG, MOJI, Capt. H. Yamamoto.

KOBE & YOKOHAMA, Capt. H. Yamamoto.

VICTORIA, B.C. & TACOMA, PANAMA MARU, 6,059 Wednesday, 21st Sept., at Noon.

VIA MOJI, KOBE AND PANAMA MARU, Capt. T. Ogata.

YOKOHAMA.

The Co.'s newly built steamers have fast speed. Superior accommodation for cargo passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

| For | Steamers | Leave |
|-----|----------|-------|
|-----|----------|-------|

TAMBUK via SWATOW & AMOY, DAIJIN MARU, SUNDAY, 21st Aug., at 10 A.M.

SHANGHAI via SWATOW, BUJUN MARU, THURSDAY, 25th Aug., at Noon.

AMOY AND FOOCOW.

SPECIAL REDUCTION of 20% will be allowed to Let and 2nd Class passengers to FOOCOW during the two months of August and September, 1910.

GREATEST THROUGH PASSAGE to NANKING, in connection with the Nippon Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$50.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers 'CHOCHUN MARU' and 'BUJUN MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS Tons To SAIL

NAPLES, GENOA, ANGLERS, PRINZ LUDWIG, (18,900) WEDNESDAY, 24th Aug., at Noon.

GIBRALTAR, SOUTHAMPTON, Capt. F. V. Binner.

TON, ANTWERP & BREMEN.

Fitted with Wireless Telegraphy New System of Telefunken.

SHANGHAI, NAGASAKI, BUELOW, (16,800) WEDNESDAY, 24th Aug.

KOBE & YOKOHAMA, Capt. H. Formes.

MANILA, ANGAUR, Y.P.P. PRINZ SIGISMUND, (6,000) SATURDAY, 10th September, at Daylight.

CHARYUN, NEWGUINEA, BRIS, Capt. D. Lang.

BANK, SYDNEY & MELBOURNE.

YOKOHAMA AND KOBE, PRINZ SIGISMUND, (6,000) TUESDAY, 23rd Aug.

RUDET AND HADBARAN, BORNEO, (6,000) End of August.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| For | STEAMERS | TO SAIL |
|---------------------------------|--|---------|
| SHANGHAI, KOBE, and MOJI | KWONGSANG, THURSDAY, Aug. 18, at Noon. | |
| SHANGHAI, KOBE, and MOJI | FOOKSANG, THURSDAY, Aug. 18, at 4 p.m. | |
| SHANGHAI, KOBE, and MOJI | LOONGSANG, FRIDAY, Aug. 19, at 5 p.m. | |
| SINGAPORE, PENANG, and CALCUTTA | KUTSANG, SATURDAY, Aug. 20, at Noon. | |
| SHANGHAI, KOBE, and MOJI | CHONGSANG, SUNDAY, Aug. 21, Daylight. | |
| SHANGHAI, KOBE, and MOJI | HANGSANG, TUESDAY, Aug. 23, at Noon. | |
| MANILA | YUNGSANG, FRIDAY, Aug. 26, at 6 p.m. | |

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers Kutsang, Namang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Singapore, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to Sub. Exec. & Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|----------|--------------------|
| HAIPHONG | SINGAI | Aug. 18, Daylight. |
| SHANGHAI | CHIAH | Aug. 18, at 4 p.m. |
| SAMARANG & SOUKABAYA | SHASTONE | Aug. 22, at 4 p.m. |
| CHIEFOO & NEWCHWANG | PAOTING | Aug. 23, at 4 p.m. |
| MANILA, ZAMBOANGA, and USUAL AUSTRALIAN PORTS | TAITAN | Aug. 31, at 4 p.m. |

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTUL'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SUREW STEAMERS—(S.S. Anhui, Cheonan, Lianan, Chubai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

Tons (Gross) sails

a.s. Kiyo Maru - 17,200 Aug. 25th, at noon.

a.s. Bujo Maru - 10,500 Oct. 22nd, at noon.

a.s. Hongkong Maru - 11,000 Dec. 21st, at noon.

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, Kiro's Buildings. 324

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | SAILING DATES |
|--------------|----------|---------------|
|--------------|----------|---------------|

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.

HITACHI MARU, Capt. N. Matheson, Tons 7000, WEDNESDAY, 31st Aug., at Daylight.

KANAGAWA MARU, Capt. C. H. Butler, Tons 7000, THURSDAY, 8th Sept., at 5 p.m.

MIYASAKI MARU, Capt. T. Maru, Tons 9000, WEDNESDAY, 14th Sept., at Daylight.

VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.

AWA MARU, Capt. S. Ishikawa, Tons 7000, TUESDAY, 13th Sept., at 4 p.m.

INABA MARU, Capt. K. Kawara, Tons 7000, TUESDAY, 11th Oct., at Noon.

SADOMARU, Capt. Horikoshi, Tons 7000, SATURDAY, 10th Sept., at Noon.

SYDNEY and MELBOURNE, via MANILA, THURSDAY, 2nd Sept., at Noon.

YAWATA MARU, Capt. T. Sekino, Tons 5000, FRIDAY, 30th Sept., at Noon.

MOJI AND KOBE, TOSAMARU, Capt. Y. Nomura, Tons 6000, THURSDAY, 18th Aug., at 6 p.m.

KOBAYASHI MARU, Capt. F. E. Cope, Tons 9000, THURSDAY, 18th Aug., at Noon.

BOMBAY, via SINGAPORE and COLOMBO, BINGO MARU, Capt. S. G. Parsons, Tons 7000, TUESDAY, 23rd Aug., at Noon.

NAGASAKI, KOBE and YAWATA MARU, Capt. T. Sekino, Tons 5000, WEDNESDAY, 31st Aug., at Noon.

Fitted with new system of wireless telegraphy.

Cargo only. *Omitting Keelung & Shimizu. *Carries deck passengers.

CHEAPEST SUMMER RATES HONGKONG and JAPAN PORTS.

Commencing Aki Maru 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st class \$120 \$110 \$100 \$90

2nd class \$80 \$70 \$60 \$50

With option of Rail between sailing ports in Japan.

For further information as to Freight, Passage, Sailings, etc., apply to the Company, Local Branch Office in Prince's Building, First Floor, Causeway Road.</

